

City of Mississauga
Additional Agenda



General Committee (Afternoon Session)

Date

March 22, 2017

Time

12:30 PM

Location

Council Chamber

2nd Floor

300 City Centre Drive

ADDITIONAL DEPUTATIONS

4.2. Item 6.1 Chris Schafer, Public Policy Manager, Uber Canada

4.3. Item 6.1 Al Moore, Taxi Industry

INFORMATION ITEM

Email dated March 19, 2017 from Peter Pellier, Taxi Industry with respect to Item 6.1.

Contact

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From: [peter_d_pellier](#)
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Subject: GC DEPUTATION - TNC LICENSING PILOT PROJECT
Date: 2017/03/19 9:42:34 AM

THE MAYOR & MEMBERS OF COUNCIL:

In assessing the impact of Staff's March 8th report on licensing so-called transportation network companies, a line from Shakespeare's play, Henry IV, Part 1, comes to mind: 'A little more than a little, is by much too much.' Granting Uber virtually everything it sought, from open entry to self-regulation, not only compromises consumer safety and protection, but also, ensures the plight of Mississauga's cabbies will continue unabated.

The report begs a number of questions. How did it come to pass that Mississauga, a leader with respect to taxi regulation for more than four decades, now regards itself as a follower, content to parrot decisions made in other municipalities? Why does the report fail to acknowledge that the Public Vehicle Licensing By-law contains the Capture Option, which treats TNC's for what they truly are; namely, taxi services?

Arguably, a social contract has existed between the City and members of the taxi industry dating to September, 1970, when plates were initially frozen. Since then, hundreds of individuals have made a long-term commitment servicing the people of Mississauga on a full time basis, in pursuit of both a livelihood and financial security, all the while operating under a set of regulations aimed at balancing the needs of the travelling public with those of the industry.

By allowing TNC's to operate on their terms; by creating a playing field that is anything but level, the social contract, effectively, is torn asunder, leaving cabbies high and dry in the face of incalculable financial hardship, uncertainty and stress.

Should council adopt the report's recommendations as presented, make no mistake, our blood will be on your hands. Such is the inevitability of betrayal and injustice.

Included in the report is a provision that levies a per trip fee for each TNC trip. Alas, no mention is made of directing a portion of said fee to the taxi industry as compensation for the significant losses, incurred at the hands of Uber since they bullied their way into a well-regulated marketplace. Surely, it behooves the City to amend the Staff recommendation by ensuring part of the fee in question is directed into a compensation fund, and distributed accordingly. Quite frankly, under the circumstances, it's the least the City can do.

It is fair and reasonable to state the City has an obligation to the taxi industry, particularly given the longstanding history of co-operation via the Public Vehicle Advisory Committee, involving members of Council, citizen reps, industry reps, and Staff. In licensing TNCs, our interests cannot and must not be cast onto the rocks of despair. A balance must be struck - one that creates a truly level playing field, and with it a fighting chance for Mississauga's cabbies to continue operating with dignity, self-respect and a realistic chance of earning a decent living.

In conclusion, let it be said this matter has nothing whatsoever to do with disruptive

technology, and everything to do with how people are treated. Nothing on the planet matters more.

Thank you.

PETER D. PELLIER